

The Hongkong Telegraph.

WEATHER FORECAST.
FAIR.

(ESTABLISHED 1861.)
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November 16th, 1911. Temperature 10 a.m. 78° 4 p.m. 76°; Humidity...81, 74.

November 17th, 1911. Temperature 10 a.m. 77, 4 p.m. 78; Humidity...71, 42.

No. 8637

庚申年九月十七日

FRIDAY, NOVEMBER 17 1911.

五拜禮 號七十月一十英曆

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TELEGRAMS.

THE REBELLION.

AMERICAN PRECAUTIONS.

[SERVICE TO THE "TELEGRAPH."]
Durban, Nov. 16 7.35 a.m.

Reuter's correspondent at Washington says the State Department has practically decided to send a regiment from Manila to

Chingwantao, to perform international duty, under the Boxer Treaty, in maintaining communications between Peking and the sea.

It is pointed out that the United States Government has no designs on Chinese territory.

MANCHURIA'S INTEGRITY.

Shanghai, Nov. 16.

Independence has been declared in the province of Honan, and H.E. Po Fan, the Governor, has fled.

Fengtien has declared its independence. The Viceroy of the Three Eastern Provinces has telegraphed to the Cabinet that the object of the declaration of independence in Fengtien is to uphold the integrity of Manchuria.

DR. WU AND THE POWERS.

Dr. Wu Ting-fang has wired to the Foreign Powers requesting them to force the Prince Regent to abdicate. Dr. Wu pointed out that fourteen provinces have de-

clared their independence and have sent representatives to Shanghai for the establishment of a National Assembly.

TO PACIFY THE PEOPLE.

An Imperial edict has been issued directing the provinces to elect well known gentlemen as delegates to pacify the people in the disturbed area. Mr. Luang Tsing-fun, ex-Provincial Judge of Hupoh, is the delegate for Kiangtung.

The revolutionists have advanced to and captured Namwai-kwan in Shensi.

MORE CHANGES.

An Imperial rescript has been issued ordering Wong Si-chun to resign from the viceroyship of Hupoh and appointing Tuan Chao-kwai as acting Viceroy. Another edict appoints Chang Shik-luen as Governor of Shansi and Shik Lung, ex-Viceroy of the Three Eastern Provinces, as Adjutant-General of Jehu. — "Shan Po."

TELEGRAMS.

THE REBELLION.

BITTER DISTRESS.

Bombay, Nov. 17 1.10 a.m.

The distress in the Yangtse Valley, due to the rebellion following the floods, is of the bitterest description.

A CHANGE AT NANKING.

Bombay, Nov. 17 1.10 a.m.

Reuter's correspondent at Shanghai says that the situation at Nanking shows a remarkable change.

DEVOTED TROOPS.

An energetic and courageous soldier commands 20,000 devoted troops and refuses to listen to the suggestion of compromise.

DETERMINED TO FIGHT.

He is determined to fight for the throne while respecting the foreigners. — Reuter.

REIGN OF TERROR AT NANKING.

via Bombay, Nov. 16 2.10 p.m. The reign of terror proceeds at Nanking. The massacre of Chinese without pitfalls continues. Nearly all foreigners have left.

GENERAL CHANG'S BOLD FRONT.

via Bombay, Nov. 16 2.10 p.m. An English missionary visited General Chang to ask for a suspension of hostilities. Chang refused to listen to the request, and declared that he intended to lead 20,000 troops into Chinkiang, Foochow and Shanghai and regain them.

FALL OF HOK-SHAN.

Our special correspondent, writing on Nov. 11th, gives details of the occupation of Hok-shan by the rebels. "About 200 men entered the city to-day," he writes. "Their first act was to release the prisoners, in all about 26 or 27, who found their way to the blacksmith's shop and had their fetters removed. There was no rioting at all and the day was observed as a general holiday for the firing of crackers. During the night another detachment entered the city. All the police stations are now filled with the men and the Yamen has been taken possession of."

TELEGRAMS.

MOROCCAN TREATY.

BRITISH ASSENT.

Service to the "Telegraph."

Reuter's correspondent at Paris states that Britain and Russia have assented to the Franco-German treaty.

TUBERCULOSIS.

A NECESSARY ORDER.

Service to the "Telegraph."

Durban, Nov. 17 12 a.m. Mr. John Burns, President of the Local Government Board, has issued an order that all local authorities must make the notification of pulmonary tuberculosis compulsory. — Reuter.

DOCK DUES RAISED.

AT LIVERPOOL.

Service to the "Telegraph."

Durban, Nov. 16 11.50 p.m. At a meeting of the Liverpool Harbour Board it was announced that it has been decided to advance the dock tonnage rates and the dock town dues by ten per cent.

This step has been taken owing to increased expenditure due to increased wages, the rise in price of materials, and the various burdens imposed by Parliament. — Reuter.

VICTORIAN ELECTIONS.

NO CHANGE.

[SERVICE TO THE "TELEGRAPH."]

Durban, Nov. 17 12.50 a.m. The State elections in Victoria — the first held with adult suffrage and preferential voting — have left the state of the parties unchanged. — Reuter.

ROYAL VOYAGE.

LEAVING GIBRALTAR.

[SERVICE TO THE "TELEGRAPH."]

Bombay Nov. 16 7.35 a.m. Reuter's correspondent at Gibraltar says that the Medina left amid the firing of Royal salutes and cheering from the ships, massed bands playing the national anthem. — Reuter.

TELEGRAMS.

PICTURES THIEVES.

BIG HAUL.

[SERVICE TO THE "TELEGRAPH."]

Durban, Nov. 16 7.35 a.m.

Reuter's correspondent at Munich states that twenty-two pictures were out one night recently from their frames and stolen from the historic pictures gallery in the

Chateau Solaisheim.

The Thieves have not been traced. — Reuter.

BRITAIN AND GERMANY.

STATEMENT PROMISED.

Service to the "Telegraph."

Bombay, Nov. 13 7.35 a.m.

Lord Selborne, speaking at Newcastle, referred to the recent speeches made in the Reichstag to the hostility shown towards Great Britain, and to the threats of war. He emphasised Great Britain's right to ask for explanations.

Either too much or too little had been said, and Great Britain should know the legitimate aspirations of the German people, to which she was supposed to be a constant and an obstinate obstacle.

In the House of Commons Mr. Goldman, M.P., put a series of pointed questions to the Government respecting Anglo-German relations.

Mr. Asquith said the questions covered matters of such gravity and delicacy that it was impossible to deal with them adequately in question of time. Sir Edward Grey would make a full statement in the course of the debate on foreign affairs next week.

THE DICTATOR.

Durban, Nov. 16 11.50 p.m.

In his speech at Newcastle Lord Selborne denounced the Parliament Act. He said that Britain was now under the control of a single man, because the Lords were impotent and the Commons were gagged. The situation was unparalleled in any free country.

TELEGRAMS.

HOME POLITICS.

UNIONIST RALLY.

[SERVICE TO THE "TELEGRAPH."]

Durban, Nov. 16 11.50 p.m.

A Unionist conference at Leeds, attended by 2000 delegates, is described as greatly of Unionists. It opened with a glowing tribute to Mr. Balfour and a resolution of

sympathy and regret at his retirement was passed.

The meeting also passed a resolution congratulating Mr. Bonar Law on his being appointed to the leadership of the party and assuring him of their loyalty and undivided support. — Reuter.

IRELAND FAVOURED.

[SERVICE TO THE "TELEGRAPH."]

Durban, Nov. 16 7.35 a.m.

The Nationalists have issued a statement showing the amendments they have secured to the Insurance Bill, including a separate Irish Fund and administration.

The contribution of the Irish employer and worker is 5.1-2d. instead of 7d. as in England, while the State contribution is unchanged.

Where wages are less than 9s. a week the State is to pay another 1d. a week into the insurance fund instead of the worker, and sickness benefit is to be paid in addition to maternity benefit. — Reuter.

COMMANDER BRINE

DROWNED.

via Bombay, Nov. 16 2.10 p.m.

Commander Brine of the battleship St. Vincent, was washed overboard whilst the vessel was en route for Berhaven, and was drowned.

CANADIAN COURT

MARTIAL.

via Bombay, Nov. 16 2.10 p.m.

Reuter's correspondent at Halifax wires that at the Court Martial held in connection with the stranding of the Canadian cruiser Niobe off Cape Sable in July, the officer of the watch, Lord Alastair Graham, was condemned.

TELEGRAMS.

DESTROYER INJURED.

A COLLISION.

[SERVICE TO THE "TELEGRAPH."]

Bombay Nov. 16 7.35 a.m.

The British destroyer Scorpion has collided with a Danish sailing ship in the North Sea. The Scorpion had a hole knocked in her side, and the damaged sailing ship is being towed into

Dover. — Reuter.

FRENCH POWDER.

GOVERNMENT'S ACTION.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Nov. 17 1.10 a.m.

Reuter's correspondent at Paris says that the Government has introduced a Bill for the rigorous control and manufacture of powder. — Reuter.

CANTON NEWS.

FURTHER APPOINTMENTS.

Canton, Nov. 16.

The following appointments have been made: Chan Shin-pak, editor of the "China News" Hongkong as Commissioner of the Interior; Mr. Chinn King-wa, comprador to Messrs Olof Wijk & Co Hongkong, as captain Superintendent of Police and Luk Lau-Ching, exbrigand-chief as Commander of the revolutionary force for Samsui to maintain order and to wipe out the ruffians there.

Mr. Chao King-wa has been retained in the directorship of the railway.

BANK CONTROL.

The Canton Chamber of Commerce has advised the branch office of the Taiching Bank in Hongkong that the Taiching Bank in Canton is under the control of the new government, and that similar control will be exercised over that in Hongkong. The Hongkong branch has been requested to balance accounts to date preparatory to the transfer of control. In reply the Taiching bank in Hongkong has requested the Chamber to advise them as to the arrangements for the transference of control.

Yesterday a meeting was held in the hall of the Canton Chamber of Commerce; all the societies in Canton were represented. It was decided temporarily to accept as legal tender, old notes of issue to the amount of \$5,000,000 which will be placed on the market together with \$1,000,000 in old notes which are still circulating in the market. These old notes to the value of \$5,000,000 were left in the Provincial Treasury, and they are to be placed on the market at this juncture pending the issue of new notes by the new government. The old notes will then be redeemed in exchange for new notes. The meeting decided to notify Hongkong to accept the present Chinese notes of issue in doing exchange business. The Canton Government will also be requested to notify the Customs stations to accept these old notes for payment. The public will be instructed that they need not fear to accept these notes as there are sufficient securities against them in the form of advances to the merchants in Canton and also investments in properties.

GENERAL LUNG.

General Lung Chi-kwang, is still residing at his "Ying camp" and carrying out his duties as usual. The troops under his command are in perfect good order and the three battalions raised by the ex-Viceroy have been sent back to Kwang-sai. General Lung has issued a notice saying that some local bandits are falsely representing themselves as Republican troops and are recklessly looting and annoying the people and disgracing the dignity and honour of the army. He now enjoins the troops under him to execute the orders to arrest such men and put them to death on the spot as required by martial law.

TELEGRAMS.

RUSSIA AND PERSIA.

ULTIMATUM EXPIRES.

[SERVICE TO THE "TELEGRAPH."]

Bombay Nov. 16 7.35 a.m. Information from Russian sources is to the effect that the ultimatum recently delivered expired on Monday night, and that Russia is despatching a battalion to Tabriz. It is added that failing satisfaction 200 Cossacks from Astrabad will reinforce the Consular Guard.

Russia has also sent troops into the provinces of Gilan and Tabriz, where, Russia asserts, Persia is unable to maintain order. Any Russian expedition, it is stated goes to secure peace and maintain order, and not for the purpose of occupation in the broad sense of the word.

TROUBLE BREWING.

Bombay Nov. 16 2.10 p.m. Reuter's correspondent at St. Petersburg says that it is authoritatively stated that unless the Persian Government completely satisfies the demands of the Russian note troops will be sent Hazvin. — Reuter.

FALSE REVOLUTIONARIES.

The day before yesterday, some bad characters, falsely representing themselves as soldiers of the Republican army, went to the police stations and military guard houses, and also to business firms at Honam, to ask for the loan of arms and subscriptions of money. Reports of their doings reached the Headquarters and Li Fuk-lam, alias Li tang-yung, one of the reformed robber-chiefs, was ordered to suppress them. He led a company of his soldiers to Honam, and after a little fighting with the impostors many arrests were made. The prisoners were tried by Court-martial, and three of them were sentenced to summary decapitation. Yesterday morning a number of men of similar ill-repute ordered the soldiers at the guard-house in front of Wu Lam Monastery to surrender their arms and ammunition. A company of real revolutionary soldiers were at this time being put up inside the Monastery and hearing the disturbance came out to disperse the intruders, and fired on them. Three of the pretenders were shot dead and two seriously wounded.

GOVERNOR-GENERAL'S ORDERS.

The Governor-General has given orders to open and shut the City gates, except the Big North Gate, at the usual hours, viz. to open at 5 a.m. and to shut at 7 p.m. every day.

A notification has been put up giving people to understand that as the situation is now calm and quiet the Republican Government may withdraw its troops and reserve them for future emergency. Yet rumour has it that more soldiers are still wanted for the forming of a "Death Drownought" Corps. This is however, not an order of the Governor-General and the upkeep will not be borne by the Government. Those who have been misled and persuaded to come to join the corps are advised to disperse at once and return to their former occupations. The Governor-General has fixed monthly wages of \$10 for each soldier and has issued a notice that the rumour that they will be paid 84 taels is unfounded.

General Lung Chi-kwang, is still residing at his "Ying camp" and carrying out his duties as usual. The troops under his command are in perfect good order and the three battalions raised by the ex-Viceroy have been sent back to Kwang-sai. General Lung has issued a notice saying that some local bandits are falsely representing themselves as Republican troops and are recklessly looting and annoying the people and disgracing the dignity and honour of the army. He now enjoins the troops under him to execute the orders to arrest such men and put them to death on the spot as required by martial law.



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Physicians can speak from experience of the great recuperative effects which Sanatogen has upon the brain, nerves, blood and muscles. They have watched its revivifying action upon people whose nervous strength has been depleted by over-work, worry or disease. They have noted how Sanatogen gives lasting benefit, how it regenerates the appetite and digestion, brings back the bloom to the cheek, replaces wakeful nights by sound refreshing sleep—in short, enables the human machinery to perform its functions so perfectly that the patient loses his depression of spirits, gains confidence and courage, and finds life again worth living.

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On this subject, Dr. H. H. W. H., of Babu-garh, United Provinces, writes:—“I have much pleasure in certifying to the value of Sanatogen in cases of Dysentery, Enteric Fever and other exhausting diseases. I have used it regularly in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owe their recovery to Sanatogen.”

Try Sanatogen To-day.

At the head offices of the manufacturers of Sanatogen there are filed more than fourteen thousand letters from practicing physicians who certify to the value of Sanatogen. Truly a magnificent monument to the value of this unique tonic-food!

But no less impressive is the enthusiastic testimony of patients themselves. Thousands of well-known people in every walk of life have publicly testified to the wonderful benefits they have received from Sanatogen, and a few of their letters are reproduced here.

Begin to take Sanatogen to-day, and thus lay the foundation of new health and nerve force. You can get Sanatogen in Hong Kong from Messrs. A. S. Watson & Co., The Sincere Co., Ltd., 215/21, Voeruek Road; and of all Chemists.

The Hon. Mr. Justice Robertson,
Judge of the Supreme Court, Lahore, Punjab, writes:—“My experience with Sanatogen has been very favourable. I took it for some months during the most trying season of the year, and found it a great strengthener.”

Sir Charles A. Cameron, C.B., M.D., etc., writes:—“Sanatogen is a substance of the highest nutritive value, containing as it does a large amount of organic phosphorus, in exactly the form in which it can be easily absorbed. It is an excellent nerve food.”

Mr. Shirley Tremauer, Editor of “Capital,” 98, Clive Street, Calcutta, writes:—“I cannot speak too highly of Sanatogen. It not only kept me up during a sharp attack of fever, but afterwards restored me once more to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack.”

“The Medical Times” says:—“There is no doubt whatever that the nutrition of patients taking Sanatogen improves wonderfully due, in all probability, to its being easy of assimilation and to the organic absorbable phosphorus which it contains.”

Sir Gilbert Parker, M.P., the popular Novelist, writes:—“I have used Sanatogen with extraordinary benefit. It is to my mind a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the over-worked body and mind.”

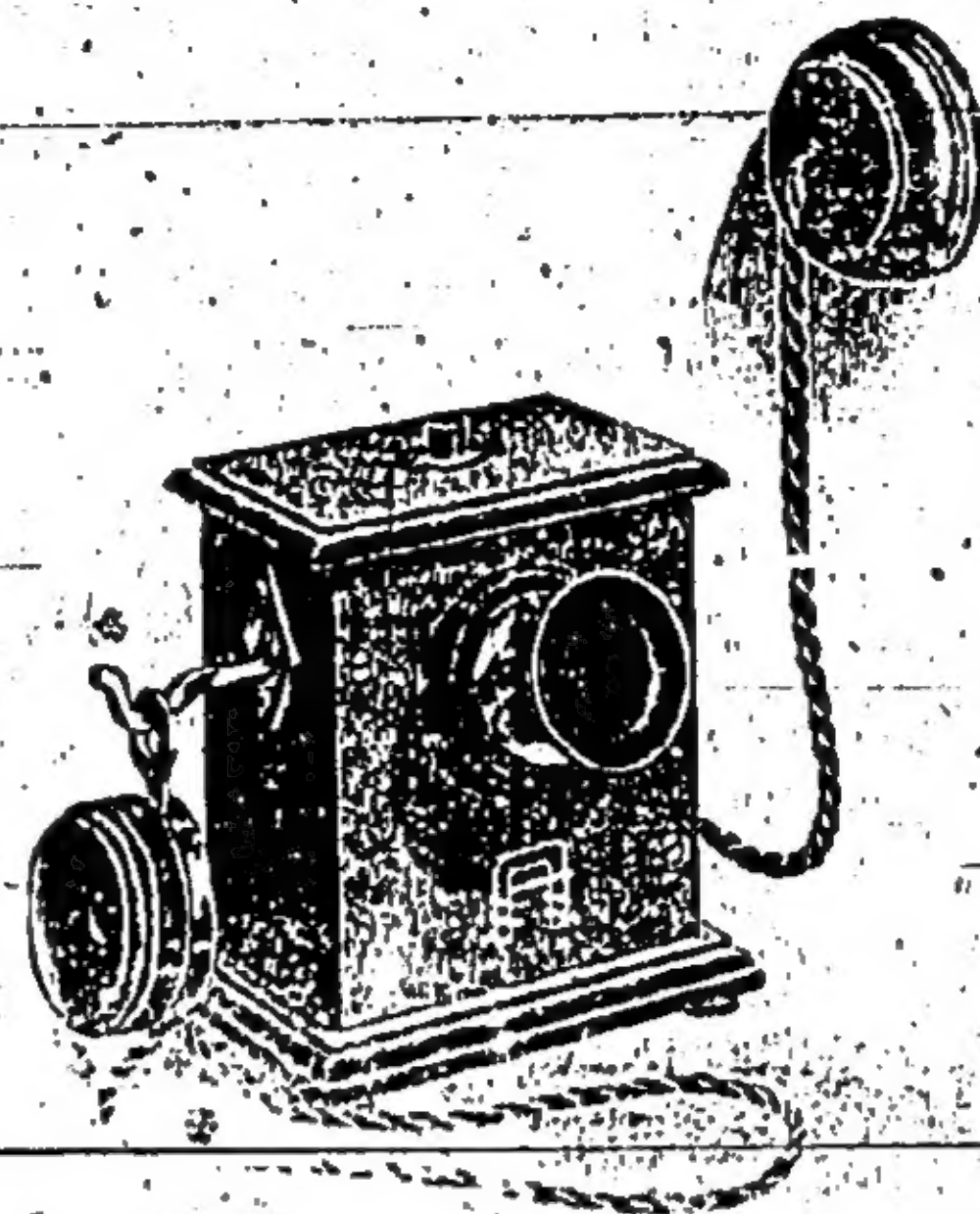
Prof. Dr. C. A. Ewald, of Berlin University, writes:—“I have used Sanatogen in a number of cases, mainly of a nervous or neurasthenic origin, and have obtained excellent results.”

Intimations

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NORTH BOUND.					
1st Class Fare	Shanghai (Steamer)	Harbin (S.M.R. Train)	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.
\$10.00	Dairen (S.M.R. Train)	8.00 a.m.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.
Y14.95	Mukden (S.M.R. Train)	3.30 p.m.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.
Y11.50	Changchun (S.M.R. Train)	4.05 p.m.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.
R 9.60	Harbin (Russian Train)	10.30 a.m.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.
	Harbin (S.M.R. Train)	11.00 a.m.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.

Connecting at Harbin with

SOUTH BOUND.

1st Class Fare	Harbin (Russian Train)	Changchun (S.M.R. Train)	Mukden (S.M.R. Train)	Dairen (S.M.R. Train)	Shanghai (Steamer)
R 9.60	Harbin (Russian Train)	12.00 a.m.	Mon. Wed. Fri.	Mon. Wed. Fri.	Mon. Wed. Fri.
Y11.50	Changchun (S.M.R. Train)	8.40 p.m.	Mon. Wed. Fri.	Mon. Wed. Fri.	Mon. Wed. Fri.
Y14.95	Mukden (S.M.R. Train)	10.00 a.m.	Mon. Wed. Fri.	Mon. Wed. Fri.	Mon. Wed. Fri.
Y40.00	Dairen (S.M.R. Train)	5.03 a.m.	Mon. Wed. Fri.	Mon. Wed. Fri.	Mon. Wed. Fri.
	Shanghai (Steamer)	5.15 p.m.	Mon. Wed. Fri.	Mon. Wed. Fri.	Mon. Wed. Fri.

Russian Train Time is 23 minutes faster than S.M.R. Time. For instance 6 p.m. by the former is 5.37 p.m. by the latter.
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DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:—
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Never before has there been anything like it, nor can its marvelous properties ever be equalled. It is a true blood medicine, and its use is essential for the maintenance of the blood. It is a true blood medicine, and its use is essential for the maintenance of the blood. It is a true blood medicine, and its use is essential for the maintenance of the blood.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., 60, BAKER ST., LONDON. Unimpaired Vigor, Health, and Strength. The genuine has the words “VETARZO REMEDIES” on Government Stamp.

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Auction

By Order of the Mortgagee.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by Public Auction,

on **THURSDAY**, the 23rd day of November, 1911, at 3 o'clock in the afternoon, at his Sale Room in Duddell Street, Victoria, Hongkong.

VALUABLE LEASEHOLD PROPERTIES.

situate at Victoria, Hongkong, in Four Lots or otherwise as the Auctioneer shall declare, viz:—

LOT 1. All that Piece or Parcel of ground known and registered in the Land Office as SECTION G of INLAND LOT NO. 129, together with the messuage erections and buildings thereon known as No. 4 Tung Tat Lane. Term 999 years. Annual Crown Rent \$3.65.

LOT 2. All that Piece or Parcel of ground known and registered in the Land Office as THE REMAINING PORTION OF SECTION F of INLAND LOT NO. 129, together with the messuage erections and buildings thereon known as No. 7 Lyndhurst Terrace. Term 999 years. Annual Crown Rent \$12.21.

LOT 3. All that Piece or Parcel of ground known and registered in the Land Office as SECTION E of the REMAINING PORTION of INLAND LOT NO. 91, together with the messuage erections and buildings thereon known as No. 37 Aberdeen Street. Term 994 years. Annual Crown Rent \$17.14.

LOT 4. All that Piece or Parcel of ground known and registered in the Land Office as SECTION I of the REMAINING PORTION of INLAND LOT NO. 94, together with the messuage erections and buildings thereon known as No. 84 Havelock Street. Term 999 years. Annual Crown Rent \$17.14.

Street. Term 994 years. Annual Crown Rent \$1.04.

For further particulars and conditions of sale apply to: Messrs. JOHNSON STOKES & MASTER,

Princes Buildings, 108 Hong Street, Solicitors for the Mortgagee, or to Mr. GEO. P. LAMBERT, The Auctioneer.

Hongkong, 14th Nov. 1911. [1491]

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A. S. WATSON & CO., LTD.
ESTABLISHED 1841.

WINE & SPIRIT MERCHANTS.

SHERRY.

We can confidently recommend the following as Xeres Wines of the Highest Class, Specially Selected, and Shipped direct. In Quality and Price they are unequalled.

	Per dozen.	Per bottles
A. Light Dry	\$16.80	\$1.45
B. Vino De Pasto	17.80	1.45
C. C Oloroso	22.30	1.90
D. Superior Pale Dry	24.30	2.05
E. Finest Pale Dry Nutty	29.80	2.55

A. S. Watson & Co., Ltd.
ALEXANDRA BUILDINGS.
Hongkong, 11th November, 1910.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

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The rates of Subscription to the "Hongkong Telegraph" will be as follows:—
Daily issue—\$36 per annum.
Weekly issue—\$13 per annum.
The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is \$1.00 per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

By Order,

"HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, FRIDAY, NOVEMBER 17, 1911.

STRIKES AND THEIR CAUSES.

So ineffectual have been the attempts of our Chinese employees materially to interrupt the even tenor of our business course that we now gather consolation and feel rather disposed to thank our erstwhile enemies for supplying us with a subject for editorial consideration. The mixed condition of things in China Proper is, of course, an inexhaustible subject, but in a sense it is associated with "strikes and their causes." After all a revolution is a strike on a large scale.

The world has seen with disquiet of late a growing spirit of unrest in every part of the globe. As we pointed out some little time ago the unrest is as pronounced in republican as in monarchical countries; among the community in which the wage-earning classes are extremely well paid as well as in those in which the payment for labour is barely sufficient to maintain life. To recall only the larger disputes, France has had her system of communications violently disrupted, the United Kingdom suffered similarly though less violently and in Australia, the "working-man's paradise," a strike of coalminers, attended by violence, caused immense loss and suffering and led to the temporary establishment of something that very much resembled martial law. At the present moment no strike of great magnitude is in progress, but it may fairly be said that the spirit of unrest is as strong as ever and that the relations between Capital and Labour the world over partake of the character of an armed truce. Just as between the great Powers there is a state of tension and uncertainty that is almost as costly and destructive as a state of active war, so between Capital and Labour there is a condition of suspicion and uncertainty that leads to energies that might usefully be devoted to purposes of production being employed in preparation for a titanic struggle that, it is feared, is inevitable.

The cause is to seek. It is generally said that the high cost of living is at the bottom of the whole trouble. In our own case, neither money nor the high cost of living is a factor in the strike; we were so bold as to disobey one of the edicts of our dearly beloved, late lamented staff, nothing more. There is certainly ground for holding that the high cost of living theory is correct, as regards strikes in general, however, but the explanation does not carry us far enough. What is the cause of the high cost of living? Extravagance and a growing love of luxury, reply many. This hardly seems a complete explanation. A newspaper in matters such as this can naturally only put forward the theories of the lay element. It cannot and does not pretend to be able to offer anything more than suggested explanations of social phenomena. With this reservation in mind, may not the real cause lie deeper? Has the demonization of silver anything to do with the existing state of things? The gold production of the world is increasing, whilst the purchasing power of that metal is apparently decreasing, which would be a natural result. Has this fact anything bearing on the high cost of living and if so is there not a simple, if reactionary, means of solving the difficulty? There are, we know, in Hongkong men who have made a close study of this subject, and as it is one of vital interest we freely place our columns at their disposal for what might be an interesting and informing discussion.

DAY BY DAY.

Those who can, do; those who cannot, criticize.

Tomorrow is the sixth anniversary of the acceptance by King Haakon VII of the Throne of Norway.

Mr. and Mrs. W. G. Humphreys arrived back in the Colony this morning by the Manchuria.

The practice reel dances for St. Andrew's Hall, to be held on November 30, were continued at the City Hall last night. As at the previous practice there was a large attendance.

Lieutenant-Colonel J. M. Irwin, Royal Army Medical Corps, as assumed the duties of Principal Medical Officer, South China Command from 16th inst. inclusive.

The marriage will take place next February, at Nagasaki, of Miss M. E. Johnstone, Victoria Hospital, and Mr. H. H. Waller, Professor of English Literature at the Dai-Go Koto Gakko, Kumamoto, Japan.

Messrs Ruttenjones and Son sued D. Froiman, in the Summary Court this morning to recover the sum of \$197.48 for goods supplied. Mr. Grist appeared for the plaintiff. The case was adjourned for a week.

Jack Blackmore of Australia meets Professor Yamato, in a boxing venue at the Empire Theatre tomorrow night. The meeting should provide plenty of excitement. A series of excellent boxing bouts has also been set down for decision.

The C. P. R. is in receipt of a wireless message from the Empress of India, which left Yokohama on the 12th November, advising all well. This message was sent at midnight, on Wednesday when the vessel was 1140 miles distant from Japan.

In the Summary Court this morning, S. A. Marican sued Ng Li Hing to recover the sum of \$367. Mr. Gardiner appeared for the plaintiff and Mr. Otto Kong Sing for the defendant. The case was allowed to stand over for a week, particulars and mutual discovery being ordered.

The following officers were appointed officiating Adjutant, 126th Baluchistan Infantry, in addition to their other duties, during the periods stated.—Captain B. de L. Brock from 12th to 31st July, 1911, Captain C. R. L. Fitzgerald from 1st August, 1911, to 12th January, 1912.

A billiard match between the European Y. M. C. A. and the Chinese Club was commenced at the Y. M. C. A. on Wednesday night. Mr. Barlow (Y. M. C. A.) met Mr. Bush, and after a close game, won by two points. The highest breaks by the winner were 24, 17, 25, 21 and 25, while Mr. Bush made breaks of 17, 15, 14, 16 and 17.

Herr Joseph Holzapfel, a German, arrived here yesterday on a tour round the world for a wager of 60,000 marks (\$3,000) offered by the Frankfurt Sporting Club. He informed us that he left Frankfurt-on-the-Maine on October 9th, 1908, and has travelled through Europe, Persia and Baluchistan. His further itinerary includes China, Japan, and from there to San Francisco and New York, back to Germany. In a day or two he will leave for Canton, from where he will proceed to Shanghai. Mr. Holzapfel is in his 32nd year, and during his travels has had numerous experiences, pleasant, and unpleasant.

League Cricket.

Kowloon's team v. Naval Yard at King's Park is—J. P. Robinson, K. MacAskill, W. Weaver, W. T. Elson, Major Taylor, Rev. Foster Pegg, R. P. Thurnfield, F. de Rome, A. F. R. Raven, F. Sutton, J. H. Mead.

LEGISLATIVE COUNCIL.

Below are given the proceedings of the Legislative Council yesterday afternoon, which had not concluded when we went to press:—

The Colonial Secretary (the Hon. Mr. A. W. Brown), in submitting the Bill entitled an ordinance to provide for a more effectual control over Societies and Clubs, referred to a schedule of exempted societies appended to the printed draft of the Bill. No attempt had been made, he said, to make an inquiry as to all clubs and societies in Hongkong. The list had been taken from the directories and such sources, and was simply intended to give the public an indication of the way in which the Government proposed to treat societies and clubs in general. He asked that no alterations be made except such as could be shown to be absolutely necessary. It was an ordinance which was very much mangled in the Straits Settlements and this was its final form.

The Bill went through committee with nothing more than a few clerical alterations, was given its second and third readings and passed.

Final approval was also given to the Bill entitled an ordinance to amend the Liquors Consolidation ordinance, 1911; and to three ordinances designed as a revision of the law by repealing either wholly or in part, enactments which have ceased to be in force or have become unnecessary; amending errors and the language used in other enactments; and by other amendments and the incorporation of further amending ordinances.

The Council rose soon after five o'clock, the sitting having lasted for two hours and a half.

So sped the time in the tedious iteration of clause after clause until the approach of four o'clock, when the Council turned with a greater sense of wakefulness to the second reading of the bill entitled an ordinance to amend the Defence Contribution Ordinance, 1901.

The Hon. Attorney General said he need not explain the Bill at length. It was drafted on the instructions of the Secretary of State for the Colonies.

The Hon. Mr. E. A. Hewett, speaking on behalf of the Unofficial Members, said that in the estimates for next year laid on the table four weeks ago there was an entry for Military Contribution of \$1,372,089. He had very little to say on the subject, as His Excellency was fully aware of the views of the Unofficial Members, as expressed in the resolution passed at the meeting in June last. The only reply they had received was the Bill now before them. Therefore they could only suppose the Secretary of State refused to consider their point. However, the Unofficial Members were unanimous in considering that twenty per cent. of the revenue of the Colony was too large a contribution. The senior Unofficial Member would therefore, on their behalf when the Bill reached the Committee stage, move that the vote be reduced not to exceed \$1,000,000; that was, he would propose the reduction of the vote by \$372,089.

His Excellency replied in measured terms, which were calculated to convince the dissatisfied Unofficials that their intentions were doomed to futility. "The Bill before the Council," he said, "is one which I have been instructed by the Secretary of State to introduce, and I have his instructions that it is to be passed without amendment. I shall therefore be unable to accept the amendment which is intended to be proposed by the senior Unofficial Member in committee. I would remind you that this Bill represents an effort on the part of the Secretary of State for the Colonies to exempt from assessment for Military Contribution the earnings of the railway. This, so far as it goes, is a concession, and I think I am right in saying that it represents the action which is taken in the Straits Settlements, where they have had railways for some time."

The Secretary of State, continued His Excellency, was not an independent authority on that question. He had to consult with the Treasury and with the War Office. However, much he might desire to relieve the Colony of a portion of the Military Contribution, he was not

able to do so without the consent of the Lords of the Treasury and the War Office. In the despatch in which he instructed him (His Excellency) to introduce the Bill, he said he had obtained the assent of the Lords of the Treasury and the Military Authorities to the exemption of the revenue derived from the railway from the assessment for Military Contribution until such time as the railway became a paying concern.

This Bill, therefore, concluded Sir Frederick, "does not represent, as the hon. member who has just spoken says, the reply of the Secretary of State to the representations which were made in this Council in June last. Nor does it in any way infer that the Secretary of State has refused to consider the point. I have not had a reply to the despatch which I sent him covering the report of the resolution proposed by an Unofficial Member in Council, but I have heard unofficially that the delegates from this Colony on the occasion of the Coronation had an interview with the Secretary of State, and that he told them he was about to appoint a Departmental Committee on which there would be representatives of the Colonial Office and of the War Office and of the Treasury; and that the interests of the Colonies would be represented by the Colonial Office. I think, therefore, we may believe that the Secretary of State is doing his best in this matter, and so far as this Bill is concerned there is nothing whatever in it to indicate that he has laid aside or refused the desires which were represented by the Unofficials in June last. The Bill, as I have said, deals only with a particular point in regard to the Military Contribution, and the Secretary of State desires that it should be confined to that and should be passed without amendment."

A brief, whispered consultation ensued, after which the Hon. Mr. E. A. Hewett said he feared there was some misunderstanding as to whether they could or could not move an amendment in committee. If not, they would move one now.

His Excellency: You can move an amendment in committee but—

The Hon. Mr. E. A. Hewett: And it won't be accepted by the Government? Yes, we understand.

The Bill was then considered in committee, and was reported, on the resumption of open Council, to have passed through without amendment. It was then read a third time and passed.

ADMIRAL LI'S APPEAL.

The new authorities of Kwangtung have a most difficult situation to their credit that thus far since the revolution they have maintained a very fair semblance of law and order. It is generally believed that the peace and harmony of the Southern Capital will soon be restored under a progressive and enlightened government, though misunderstandings in the shaping of the new order of things are bound to crop up. Admiral Li's appeal to the Societies, a free translation of "Shao Po" is appended, states: "Ever since the Declaration of Independence in Canton, the outward appearance of the city seems to be very quiet. During the last few days, friction through the surrender of arms has manifested itself repeatedly. As everybody knows that the province of Kwangtung is owned by the people of Kwangtung, the writer's duty at present is to maintain peace in the various places. So long as he is on duty, he has to fulfil his promises to maintain order. However if things assume a serious aspect and cannot be saved, the writer cannot do much good, even though he die for them. At the present situation is so critical, it behooves the Societies to come together for a conference and endeavour to devise means of saving the situation. The writer is quite confident that his appeal will be taken notice of, as societies have the welfare of their country at heart."

CRICKET.

The following will represent the Hongkong Cricket Club v. The Garrison on Saturday next, the 18th inst., in the triangular league between the Fleet, the Garrison and the Hongkong Cricket Club. Match commences at 2 p.m. sharp.

B. E. O. Bird, R. Hancock, A. C. B. Elborough, H. Hancock, T. E. Poore, C. T. Ho, M. A. Ma, J. W. Stephenson, J. D. E. Doherty, E. H. Webb and A. P. Doherty.

IN WHOSE NAME?

Interesting Point in the Summary Court.

Before Mr. Justice Gompertz in the Summary Court this morning, Yee Yuen & Co. sued John and Jessie Tatum to recover the sum of \$177 for goods sold and delivered.

Mr. Hind (for the defendants) said that the second defendant was Tatum's wife. He was prepared to consent to judgment against the husband, Mrs. Tatum had contracted the debt on behalf of her husband.

His Lordship—What is it, ordinary household necessities? Mr. Hind—Yes.

His Lordship—Has the wife any independent means?

Mr. Hind—She takes in boarders on behalf of her husband.

His Lordship—Then she is trading?

Mr. Hind—Not exactly. She is living in a house where her husband is carrying on the business of boarding-house keeper.

His Lordship—In whose name is the house taken?

Mr. Hind—The husband pays the rent.

His Lordship—I can't advise the plaintiff to drop the wife, because he may have a very good defence against her.

Mr. Hind—I am not asking your Lordship to advise her to do that, but if he disputes it I am ready to argue the question.

His Lordship—I don't think both are liable. If the wife is the husband's agent, then she is liable.

Mr. Hind—If the wife is living with her husband, then she is not liable.

His Lordship—Boarding houses in the Colony are generally run by women, mostly married women, and the husband is perhaps a general encumbrance (laughter). Of course, I don't for a moment suggest it is so in this case.

Plaintiff on being asked whether he was prepared to accept judgment against the husband replied in the negative.

His Lordship—Very probably the plaintiff is a wise man. I must give him a day.

Mr. Hind—I ask for discovery.

His Lordship—What do you want discovery for?

Mr. Hind—I want to know who got credit.

A date was fixed for the hearing of the action and discovery was ordered.

CLAIM AND COUNTER-CLAIM.

Before the Puisne Judge in the Summary Court this morning, the case was mentioned in which M. P. Talati is seeking to recover from F. K. Tata the sum of \$1,000.

Mr. Gardiner, for the defendant, applied for leave to file a counterclaim, and asked that the hearing be adjourned for a fortnight.

Mr. Shenton, for the plaintiff, said that his friend had already had discovery.

Mr. Gardiner said he would give his friend discovery respecting the counterclaim.

The case was adjourned.

BOXING.

Bill Lewis has arranged a great programme for December 2nd, when the welterweight, lightweight and featherweight supremacies of the Orient will be at stake.

Stoker Higgins of the Kent meets Micky Dunn, H. M. P. Minotaur, in the best of 15 two-minute rounds and defends the lightweight supremacy. The winner is to receive \$100 and the loser \$75.

The opening contest will be a 10 round bout between Littlejohns, H. M. S. Tamar, and Seaman Heath, H. M. S. Minotaur, for a purse of \$80, divided \$50 and \$30. These two men are well matched. Both have reputations and a good contest should result.

NOTES AND COMMENTS.

Don't—!

Some years ago Glasgow people were terribly offended by the appearance, in great black letters on the Corporation's placards, of the words "Don't spit!" Perhaps they believed themselves

not guilty of the habit, but the announcement of the Tramways Manager that in two weeks' run of the offending notices made for greater cleanliness in the cars suggested that they did indulge in the habit. We are reminded of the Glasgow notice by a leaflet which came into our hands yesterday. It is one of many which a Chinaman was distributing, and, in Chinese and English characters, it says, "Please don't spit on the pavement or any public places." The Glasgow notice beat that. It told you peremptorily to give over altogether. The Hongkong notice merely bade the pavement and public places. The fireplace—

even the other fellow's boot—are still open to the spitter. Seriously, however, the advice is good. Spitting is not only a dirty habit but is dangerous to public health. "The Society for the Suppression of Promiscuous Spitting in Public Places" is trying to do good. If it is as successful in securing its purpose as in securing a finely alliterative title, it should do well.

Oriental Suspicion.

The workings of the oriental mind, if hard to follow, are sometimes, at any rate, strikingly consistent and regular. Why the belief should have spread through India that the plague was started by the Government who ordered the drinking-wells to be poisoned has never been understood. Now a message from Tokyo tells us that the Japanese are coming to be hated in China because of a general belief that the plague epidemic in Manchuria was brought about by the poisoning of wells by Japanese officials. Possibly, says a contemporary, the Japanese have been attempting in Manchuria what the British Government attempted in India, namely disinfection of unwholesome wells by means of permanganate of potash.

"Red Tape."

Who said that the Circumlocution Office had been abolished, or that we were no longer swaddled in "red tape"? An enterprising original, who, greatly daring, tried to grow tobacco in England has found to the contrary. It appears that tobacco-growing in England is subject to regulations which require a pamphlet 3,000 words long, to explain. Here are some of the things which the producer must accomplish before he can get to work:—

Take out an annual licence.

Have his land and premises approved and scheduled.
Give a security.
Have his crop officially weighed.
Pay the duty.
Keep a tobacco entry book open for inspection.
Enter in his book the date of sowing or planting the variety of plant, the area planted, the names and address of other growers from whom or to whom he removes plants, with the varieties, numbers and dates and so on, and so on.
Get permission before removing to market, on sending it to, another grower.

Give forty-eight hours' notice in writing of his intention to cut his crop.
Assist the excise officers in every way he can.
Pay 250 per every breach of the regulations.
What is the object of these regulations? A cynic offers us the explanation that one of the officials has tried some "home" tobacco and has determined to run no risks in future.

TELEGRAMS.

THE REBELLION.

LI OR YUAN?

[Exclusive Service.]

Shanghai, Nov. 17, 1.10 p.m.
Sui Yat-sen cables from Paris to the effect that he is glad that a conference is being held at Shanghai to form a Central Government. He says that Li Yuan-hang should be President, or, if Li prefers that Yuan Shi-kai should be President, he will agree to this for the sake of the nation. All revolutionaries should remember that there should be no benefit to self.

WU PAYS NO HEED.

Wu Ting-fang has paid no attention to Yuan Shi-kai's call to the conference at Peking.

NANKING IN DANGER.

Twenty-five thousand rebels are converging on Hankow. After taking it they intend to march on Hankow and Peking.

EIGHTEEN KILLED.

FIGHTFUL EXPLOSION.

Singapore, Nov. 17, 12.25 p.m.
Eighteen Chinese were killed and five injured by an explosion of a new 2,000 tons capacity tank while it was being tested at the Asiatic Petroleum Works at Pulau Seban.

THE "AFFAIRE" ON BRITISH TERRITORY.

We are officially informed that the report which has appeared in the Press of the capture of eleven revolutionary soldiers carrying arms and rebel flags gives perhaps a rather misleading account of the incident, the true fact of which are as follows: The party were making their way to Shantakok by the usual road in a perfectly peaceful manner when they unwittingly crossed the frontier. They were disarmed by the police and their flags taken from them, and when the error into which they had fallen had been explained they were escorted across the frontier and their arms and flags returned to them.

THE EX-VICEROY.

LEAVES THE COLONY FOR EUROPE.

We have been informed, on what can be regarded as very reliable authority, that the ex-Viceroy of Canton, Mr. Cheung Ming-chee, has left Hongkong en route for Europe. His intention there to spend some four or five years studying European manners, customs, and the various forms of government. Before he left the Colony the ex-Viceroy had his queue removed and made a further concession to the people among whom he is to spend several years, by adopting European dress. We venture to say that the good wishes of our readers follow Mr. Cheung, and that they trust that the years he is to spend in Europe will be both profitable and pleasant.

"MOST REGRETTABLE"

Allaying Japanese Fears of War.

Fears of a Japanese-American war are not confined to America. The Japanese fear it, perhaps, more than Americans do, and when President Jordan, of Leland Stanford University, landed in Yokohama a few weeks ago, he was virtually besieged by a host of newspaper reporters who had come from Tokyo to ask him about the war-cloud. He assured them that "in spite of occasional alarms, the majority of our countrymen are decidedly friendly toward Japan, you may depend upon it," and added, according to the Osaka "Asahi," that the scare was started by shipbuilders and contractors to stimulate the building of battle-ships and the sale of armour and explosives. The main point of irritation, of course, is the question of Japanese immigration into California, and Dr. Jordan assured the Japanese that if they will only be patient, time will solve the problem in this way: "Japanese labour is undoubtedly needed in California. At the same time, it must be admitted that if the immigration of Japanese be permitted without restriction, California, whose white population is as yet comparatively small, may eventually become Asiatic rather than Caucasian. And the Caucasians were there first. But before many years the Caucasian population of that State will have been increased to such an extent that even the trade-unions and the labouring class can no longer arouse anti-Japanese sentiment on the plea that the influx of Japanese will submerge the Caucasian population in California. The only thing for Japan to do is to bide her time, and time will no doubt solve the question to her satisfaction."

The Japanese in California, who would have everything to lose in case of war, have sent home for Mr. Shimada to come to America and reassure Americans of Japan's peaceful intentions. Mr. Shimada is editor and proprietor of the Tokyo "Mainichi," he is one of the most celebrated writers of Japan, and has been a Member of Parliament ever since the Empire has had a constitutional government. He thinks the war-talk has been "most regrettable," but admits that the Japanese are "partly responsible."

In a speech at a farewell banquet tendered him by the Peace Society of Japan, he explained Japanese culpability by saying: "When we ought to have reduced taxes, curtailed armaments, and relieved the misery of a people which passed through one of the greatest conflicts in history, we have, instead, kept on building war-ships and increasing our Army, and thus invited the suspicions of the Powers. Yet the absurdity of war-talk with regard to Japan and America ought to be patent to any thinking mind. Short-sighted as we may be, we cannot help foreseeing what disastrous effects a war with America would bring upon us. Suppose we secure initial success in such a warfare, all the Western Powers would unite to crush us and make us an outpost. And if we should fail to secure a success, even at the initial stage, our downfall would be complete. It is our urgent duty to bring it home to the Americans that the interests and welfare of our country forbid us to embark upon such a disastrous war. When the Americans clearly understand our true intentions, the anti-Japanese agitation, which has no solid foundation, must necessarily die."

TRANSPORT ROHILLA.

LEAVES WITH HOME BOUND TROOPS.

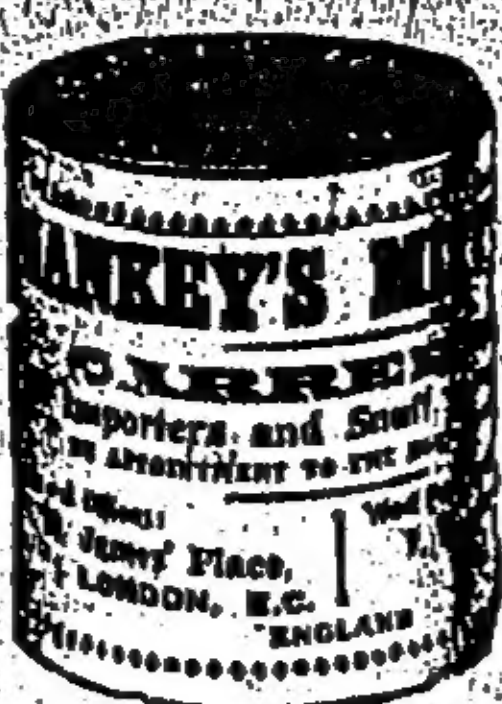
The hired transport Rohilla, looking spick and span in her new coat of white paint, entered on the initial stage of her return voyage at 2 p.m. on Thursday. The Rohilla has on board about 24 officers and upwards of 500 other ranks, in addition to a large number of families. A few passengers will be dropped at Singapore and Colombo but the bulk of them proceed direct to England. The principal drafts returning home consist of about 220 men of the Royal Garrison Artillery under command of Major F. A. Twiss; 60 men of the Royal Engineers in charge of Captain H. L. G. Bell; 58 men of the 1st Battalion, Royal Inniskilling Fusiliers under command of Major T. Clarke; 108 men of the 1st Battalion, Yorkshire Light Infantry, with Captain C. A. Chaytor in command; also small parties of the A. S. C., R. A. M. C., A. O. C., M. P. S. C., and A. P. C. The first class passengers who embarked yesterday included Lieutenant-Colonel G. D. Chamber, Majors F. A. Twiss and W. B. Anley, and Captain G. E. Garrett, R. G. A.; Lieutenant-Colonel G. D. Close and Captain H. L. G. Bell, R. E.; Major T. E. Clarke, 1st Battalion, Yorkshire Light Infantry; Captain C. H. D. St. Clair and Lieutenant and Quartermaster A. C. Thynne, A. S. C.; Colonel W. G. A. Bedford, and Captains B. A. Craig and H. M. J. Perry, R. A. M. C.; and Lieutenant J. W. D. Kimu, Inspector of Army Schools. Amongst the second class passengers were Master Gunners Tompkins, Day, Turner, and Goodell, R. G. A.; Superintendent Clerks Fenton and Marsh, R. E.; Staff Sergeant Major Thorpe and S. Q. M. S. Bailey, A. S. C.; Sub-Conductor Allen and Sergeant Major Moore, A. O. C.; Sergeant Major Diver, M. P. S. C.; S. Q. M. Sergeant Anderson; Bailrey and Hogan, A. P. C.; Schoolmaster Hudson, and Schoolmistress Mrs. Graham, Educational Department. The following is the itinerary of the Rohilla after leaving Hongkong: Arrive Singapore, 21st November; Colombo, 26th November; Suez, 7th December; Port Said, 8th December; Malta, 11th December; Gibraltar, 14th December; Southampton being reached on 18th December.

ENGLAND TO INDIA.

Addressing the members of the Royal United Service Institution, Mr. C. E. D. Black described a proposed railway from the Mediterranean to India, says the "Financial News."

He said the projected railway was an effort to solve the question of a direct British all red railway route to India, as contrasted with a more round-about route, passing through regions further north, where German, Russian, or other foreign influences were in evidence. Starting from Port Said, or rather, from the opposite bank of the Suez Canal, there was a feasible route eastward to Nushki, which was India's westernmost railroad at present. The railway would actually touch the sea at three points—Port Said, Akabah, and Koweit—and this exceptional feature would prove invaluable in case of hostilities or trouble anywhere within touch of the line, as it would enable troops, ammunition, weapons, or stores to be landed at any one of these various points.

Squaring Turkey.
The trans-Arabian route was in the open market, so to speak, and could be secured by anyone if proper measures were promptly taken. Turkey might probably be "squared" at the present moment, if the concession for the trans-Arabian line were demanded as the price of British consent to the prolongation of the Baghdad Railway to the Persian Gulf. The railway would shorten the journey to India by six days. For the rapid conveyance of troops from India to the Mediterranean, or vice versa, the line would be invaluable and of vital service to the Empire, while it would also be highly useful for the expeditious conveyance of officials, passengers, mails, and merchandise to and from India and countries beyond. It would be the only line of railway from Europe or the Mediterranean to India which would be practically under British control from end to end.



M. GARRFRAS' TOBACCOS

HAVE A REPUTATION
The World Round.
Fresh Stock always obtainable from
1478] KRUSE & CO.

To-day's Advertisements

FOR SALE.

Offers will be received by the Management for the purchase as a going concern, of the "HONG KONG TELEGRAPH."

Hongkong, Nov. 16, 1911.

PUBLIC WORKS DEPARTMENT.

WANTED for the Water Works Branch a CLERK to take charge of the accounts and correspondence. Must be a good writer, quick and accurate at accounts and have a good knowledge of office routine. Salary—\$110 per month rising to \$130 by \$10 biennially. Applications stating age, together with copies of testimonials, to be sent to the above office not later than 12 o'clock on the 24th inst.

W. CHATHAM,
Director of Public Works.
Public Works Office,
Hongkong, 17th Nov., 1911. T 1496

FROM EUROPE.

THE H.A.L. Steamship "SCANDIA."

Captain Knaiel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.
All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.
All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 22nd inst., at 9.30 a.m.
No Fire Insurance will be effected by us in any case whatever.
The steamer brings on cargo—
Ex s.s. "Bruna" from Christiania.
"Suzanne de Marie" from Bordeaux.

HAMBURG-AMERICA LINE.
HONGKONG OFFICE,
Hongkong, 17th Nov., 1911. T 965

NOTICE.

CAPITAL for Bond-Side Industrial Schemes and Concessions. Municipal or Commercial Loans arranged. Application to be treated strictly confidential.
Address—EAST and WEST,
of The Hongkong Telegraph.
Hongkong, 16th Nov., 1911. T 1493

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "GREGORY APCAR."

Captain S. H. Belton, will be despatched for the above ports on FRIDAY, the 24th inst., at Noon.
The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.
Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.
For freight and passage apply to—
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 17th Nov., 1911. T 1497

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "ROON."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.
No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 23rd of November, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of November, at 9.30 a.m.
All claims must reach us before the 28th of November, 1911, or they will not be recognized.
No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.
MELOHRS & CO., General Agents.
Hongkong, 16th Nov., 1911. T 7

NOTICE.

TO WHOM IT MAY CONCERN:
The UNITED ASBESTOS ORIENTAL AGENCY, LTD., have been appointed by the PATENT FIRE BRIDGE BAR, PATENT FIRE BRIDGE BAR, PATENT FIRE BRIDGE BAR.
Hongkong, 16th Nov., 1911. T 1493

MILK
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.
REMOVED: THE CREAM ONLY.
ADDED: NOTHING.



If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM CO., LD.

One penny a pint!

CHINESE ENGINEERING
and
MINING COMPANY, LTD.
CANTON-HONGKONG-TIENTSIN LINE.

THE Steamship

"ONSANG"

will sail on WEDNESDAY, the 22nd inst., at daylight, taking Cargo for Chinwangtao.

For Freight and Passage apply to
THE CHINESE ENGINEERING
& MINING CO., LTD.
Quean's Buildings,
DODWELL & CO., LTD., Agents.
Hongkong, 17th Nov., 1911. T 123

CANTON-KOWLOON RAILWAY
(British Section).

NOTICE.

COMMENCING 8th inst. and until further notice the express trains leaving Kowloon at 8 a.m. and 2.25 p.m. for Canton, and the trains leaving Canton at 7.55 a.m. and 2.25 p.m. for Kowloon are hereby cancelled. The train leaving Kowloon at 8.45 p.m. for Fan Ling will run to Shum Chun until further notice.

By Order,

E. S. LINDSEY,
Manager.

Kowloon, 17th Nov., 1911. T 1480

A LING & CO.
FURNITURE AND PHOTO SUPPLIES.
DEVELOPING, PRINTING AND ENLARGING.
9, Queen's Road. T 883

Just received, a fresh consignment of
PAUL CLOUTIER CHAMPAGNE,
Extra Dry
at \$21.00 per case of 2 doz. pts.
FRENCH STORE,
L. G. Gaudet,
6 Queen's Road Central. T 74

MEE CHEUNG.
ART PHOTOGRAPHER
HONGKONG.
TELEPHONE NO. 1013.

Developing, Printing & Enlarging.
Hongkong, 16th Nov., 1911. T 1489

ERVEN LUCAS

FAMOUS

BOLS GIN

Distillers since 1575.

This well-known Distillery was started in Amsterdam over 300 years ago, and the enormous sale of its products all over the World proves that it has successfully stood the Test. Sufferers from Kidney Complaints, etc., will save their Doctors' Bills by taking an occasional dose of Bols. Thousands can testify to its abilities as a Kidney Cleanser.

SOLE AGENTS—

H. PRICE & CO., LTD.

12, Queen's Road Central,

HONGKONG.

Tel. No. 135.

Hongkong, 8th November, 1911.

P. PUJAR
'ASAHI' BEER

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. T 48

HONGKONG WEEKLY TELEGRAPH.

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at Home, with photograph of Hongkong Harbour. This week's Contents:—

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between Utsun, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. Connecting with Royal Mail Atlantic Steamers. (Subject to alteration.)

From Hongkong	From St. John, N.B.
"EMPEROR OF JAPAN" Sails, Dec. 2.	"EMPEROR OF BRITAIN" Fri., Dec. 29.
"MONTAGUE" Sails, Dec. 30.	
1912	1912
"EMPEROR OF INDIA" Sails, Jan. 27.	"EMPEROR OF IRELAND" Fri., Feb. 23.
"EMPEROR OF JAPAN" Sails, Feb. 24.	"EMPEROR OF IRELAND" Fri., Mar. 22.

S.S. "MONTAGUE" calls at Moji instead of Nagasaki. Steamers will depart from Hongkong at 7 a.m. Each "Trans-Pacific" "Emperor" connects at Vancouver with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passenger 1st Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43. Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. CRADDOCK, General Traffic Agent, Corner Fodder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
MANILA.....	LOONGSANG	Saturday, 18th Nov., 2 P.M.
SINGAPORE, PENANG, & CALCUTTA.....	LAISANG	Monday, 20th Nov., 3 P.M.
SANDAKAN.....	MAUSANG	Friday, 24th Nov., Noon.
SHANGHAI.....	HANGSANG	Friday, 24th Nov., Noon.
MANILA.....	YUENSANG	Saturday, 25th Nov., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD, Telephone No. 215, Hongkong, 17th November, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE AND PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"STRATHLYON".....	J. R. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Antoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780, Hongkong, 26th October, 1911.

NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNBRIC"..... 8,000 tons..... To be despatched end Dec.

S.S. "KATANGA"..... 5,000..... To follow regularly thereafter.

For rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Hongkong, 26th August, 1911.

Shipping—Steamers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000 HITACHI MARU, Capt. T. Yamawaki, T. 7,000 MIYASAKI MARU, Capt. T. Mura, T. 9,000	WEDNESDAY, 22nd Nov., at D'light. WEDNESDAY, 6th Dec., at Daylight. WEDNESDAY, 20th Dec., at Daylight.

VICTORIA, B.C. & SEATTLE.....	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 2nd Dec., from KOBE
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, OHI, & YOKOHAMA.....	FINABA MARU, Capt. S. Tomimaga, Tons 7,000 TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 5th Dec., at Noon. TUESDAY, 2nd Jan., at Noon.
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SYDNEY & MELBOURNE, via MANILA, TRINIDAD, ISLAND, TOWNVILLE and BRISBANE.....	YAWATA MARU, Capt. T. Sakino, Tons 5,000 NIKKO MARU, Capt. M. Yagi, T. 6,000	FRIDAY, 24th Nov., at Noon. THURSDAY, 21st Dec., at Noon.
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NSAKI, KOBE & YOKOHAMA.....	NIKKO MARU, Capt. M. Yagi, T. 6,000	TUESDAY, 27th Nov., at Noon.
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KOBE & YOKOHAMA.....	KITANO MARU, Capt. O. E. Cope, Tons 9,000	THURSDAY, 29th Nov., at 11 A.M.
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SHANGHAI, MOJI & KOBE.....	BOMBAY MARU, Capt. T. Hori, Tons 5,000	WEDNESDAY, 22nd November.
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BOMBAY via SINGAPORE & COLOMBO.....	HAKATA MARU, Capt. H. Nomura, T. 7,000	TUESDAY, 28th November.
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5 Fitted with a system of wireless telegraphy.
* Carries deck passengers. 1 Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE and CALCUTTA.

Regular fortnightly service from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong:

"MIKE MARU".....Tons 4,000...Capt. M. Tabusa...Nov. 18th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawam	Feb. 14th.
KAMO MARU	9,000	F. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 13th.
MISHIMA MARU	9,000	A. C. Moser	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Mura	May 22nd.

FOR SEATTLE.

INABA MARU	7,000	S. Tomimaga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SANIKI MARU	7,000	T. Iizawa	April 9th.
AWA MARU	7,000	S. Tomimaga	April 23rd.
INABA MARU	7,000	S. Tomimaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 6 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI.....	"LINAN".....	18th Nov., M'night.
HOIHOW & HAIPHONG.....	"SINGAN".....	19th " 10 A.M.
MANILA, CEBU & ILOILO.....	"TAMING".....	21st " 4 P.M.
SHANGHAI.....	"KWEILIN".....	23rd " 4 P.M.
SHANGHAI.....	"ANHUI".....	25th " M'night.
MANILA, ILOILO & CEBU.....	"TEAN".....	28th " 4 P.M.
SHANGHAI.....	"CHENAN".....	30th " 4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin screw Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck; aft. Saloon accommodation of s.s. "Kallong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Oshan, Linan, Chinkwa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at the o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Foochow.

Reduced Fares—Single \$45. Return \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone No. 22, Hongkong, 17th November, 1911.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre & Hamburg:
S.S. Scandia.....18th Nov.	S.S. "Freienfels".....24th Nov.
"Dortmund".....6th Dec.	For Havre, Bremen & Hamburg:
"Segovia".....14th Dec.	S.S. "Slavonia".....7th Dec.
"Silesia".....27th Dec.	For Rotterdam, Hamburg & Antwerp:
"Ambia".....10th Jan.	S.S. "Sibthorn".....8th Dec.
"Guldens".....24th Jan.	For Marseilles, Havre & Hamburg:
	S.S. "Anjalina".....17th Dec.
	For Havre & Hamburg:
	S.S. "Scandia".....20th Nov.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office. [956]

HONGKONG—
PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI.....	3000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 20th Nov., 4 P.M.
ZAFIRO.....	4000	M. C. Smith	MANILA, CEBU & ILOILO	THURSDAY, 30th Nov., 4 P.M.

For Freight or Passage apply to—

SHEWAN TOMES & CO.
GENERAL MANAGERS.

Hongkong, 16th November, 1911. [14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to—

A. R. MARTY,

24, Des Vaux Road.

Telephone 118, Hongkong, 12th June, 1911. [1098]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN.....	21st Nov.	Saturday, Dec. 9.
ALDENHAM.....	1st Dec.	" Dec. 23.
EMPIRE.....	15th Dec.	" Jan. 6.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to—

Gibb, Livingston & Co., Agents. [907]

TOYO KISEN KAISHA
Imperial Japanese Trans-Pacific Mail-Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru".....	21,000	W. W. Green	Dec. 1st, Noon.
S.S. "Nippon Maru".....	11,000	A. G. Stevens	Dec. 22nd, Noon.
S.S. "Tenyo Maru".....	21,000	E. Bent	Dec. 29th, Noon.
S.S. "Shinyo Maru".....	21,000	H. S. Smith	Jan. 19th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post office.

The steamer OHIYO MARU will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on FRIDAY, the 1st December, at Noon.

INTERMEDIATE SERVICE.

The S.S. "Nippon Maru" will be run as an Intermediate Steamer on and from 22nd December, 1911. Rates of passage furnished on application.

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PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration)

Steamer	Tons	Date of Sailing
Hongkong Maru.....	11,000	Wednesday, Dec. 13, Noon.
Kiyo Maru.....	17,500	Thursday, Feb. 18, Noon.

For further particulars apply to—

K. MATSUDA, Agent,
KING'S BUILDING, Praya Central.

COMMERCIAL.

The Rubber Auctions.

The a recent issue the "Times" printed these observations on the rubber auctions:—"At to-day's rubber auction sales, it appears there is unlikely to be any repetition of the boycotting incident which occurred at the last sales; the matter in dispute, it seems, has been settled. The attempt to boycott the sales of one well-known firm of brokers arose, it will be remembered, from the fact that this firm in question had been dealing largely with manufacturers direct, instead of through the medium of the dealers. An impression appears to have gained ground following this incident that the practice of selling direct to manufacturers was a new departure. That, however, is not the case; such direct dealings on a moderate scale have been a feature of the auction sales for some time past, and it is known that private sales to manufacturers of small lots have also been made. This has caused discontent, but has not hitherto led to public protest. The crisis appears to have been precipitated rather by the fact that purchases by manufacturers at the public auctions had commenced to assume proportions in the cases of some firms which threatened the existence of the dealers, who in self-defence attempted the boycott.

It may be pointed out for the information of those who are not familiar with the process of dealing in rubber that the rubber dealer obtains his stock of rubber by purchase at the auctions, and combines the function of jobber and broker in dealing with the manufacturer. The chain of operations, which is rather a long one, commences with the despatch of the raw rubber to the producing company's agents or merchants, who employ the commission broker to effect sales by public auction or otherwise. The dealer has hitherto been the principal buyer, and he in his turn sells to the manufacturer.

The services rendered to the industry by the dealer are recognized, and one good result of the present system is claimed to be that the dealer can generally be relied upon to absorb the quantities offered at the auction sales. It would appear that there is a consensus of opinion in the trade in favor of retention of the services of the dealers as middlemen, and for the present at all events, the great bulk of the raw rubber purchases for the trade will only be carried out through his agency. There are some obvious objections to such a system, but it is claimed when a broad view is taken that it has on the whole worked well. At the same time, manufacturers are not to be debarred from bidding at auctions, or from making private purchases. That contingency has now, it is understood, been provided for as the outcome of the incident which occurred at the last sales. Even those firms who have been most closely identified with the direct dealing system recognize that the professional dealer ought to be protected. The question is complicated by the fact that while all sales at the auctions are naturally effected for cash, and indeed that principle is carried into all direct dealings between commission brokers and manufacturers. It is the custom in the trade to give long credits. The retention of the services of the middleman would, therefore, appear to be necessary if the credit system is to be maintained, and its abolition would clearly be followed by a certain dislocation of trade, which would react unfavorably upon the industry.

LOG BOOK.

A Year's New Ships.

The report of Lloyd's Register of Shipping for 1910-11 says: At the close of the year ended June 30, 1911, 10,400 merchant vessels, registering over 21,100,000 tons gross, held licenses, assigned by the Committee of Lloyd's Register. Of these vessels 6,508, of a tonnage of 13,080,840, were British.

Classes were assigned by the Committee to 616 new vessels. Their registered gross tonnage amounted to 1,098,476 tons. Of these vessels, 544 of 1,089,123 tons were steamers and 72 of 2,353 tons were sailing ships. These vessels were all constructed in accordance with approved plans, under the special supervision of the surveyors to Lloyd's Register. Of the total, 718,127 tons, or 65.3 per cent, were built for the United Kingdom, and 380,349 tons, or 34.5 per cent, for the British colonies and foreign countries. As compared with the figures for the preceding twelve months the present return, following the general movement of the shipbuilding industry, shows an increase of 165,420 tons as regards steamers and 3,110 tons as regards sailing vessels.

During the year the Vulcanus and the Holzappel, which have been constructed under the survey of the society's surveyors and hold the society's highest class, have commenced work. The latter vessel is fitted with suction gas engines, using anthracite coal as fuel. Her engines are of small size, running at a very high speed of revolution, are not reversible. The connection with the screw shaft is made by a hydrodynamic transformer, which provides for a relatively slow speed of screw and also permits of reversing. The installation consumption, and the experience being obtained with the whole of the plant is being watched with great interest. The Vulcanus, of 1,179 tons gross, is fitted with Diesel engines of the four-stroke cycle type using heavy oil as fuel. She has recently completed a voyage from Rotterdam to the Black Sea and back. In her case the economy obtained during the experimental trial has been maintained in ordinary working, and her engines have been found to be reliable for prolonged non-stop work.

At the present date there are about to be built, with a view to classification in Lloyd's Register, 12 merchant vessels, which will be fitted with oil engines. The largest of these vessels will exceed 8,000 tons gross, and five others will be of 4,500 tons gross, and upwards. The majority are to be propelled by means of large Diesel engines, which are being constructed under the supervision of the society's surveyors. One set of the double-acting two-stroke cycle type has been erected, and is now undergoing exhaustive trials in the shop preparatory to being fitted on board. The other engines are all single-acting, and include examples of both the two-stroke and four-stroke cycle types. The experience which will be obtained with these engines will go far to settle the question as to the best type for marine purposes. The interest which is being taken in this development of marine engineering is shown by the fact that several of the largest firms of marine engine builders in this country have arranged for the manufacture of oil engines on the Diesel principle.

Other forms of oil engines are being used for small powers, several firms now making reliable engines, some using ordinary refined kerosene oil as fuel, others using the cheaper heavy oils, such as shale oil, and residuum. The Committee has caused to be reprinted the paper on "Diesel Engines for Sea-going Vessels," with Mr. Milton, of the society of the Institution of Naval Architects, and copies can be obtained on application to the secretary of Lloyd's Register.

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7.00 a.m. to 8.00 a.m. Every 15 min.	8.00 a.m. to 9.00 a.m. " 10 min.
8.00 a.m. to 9.00 a.m. " 10 min.	9.00 a.m. to 10.00 a.m. " 15 min.
10.00 a.m. to 11.00 a.m. " 15 min.	11.00 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.	1.00 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.	1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.	3.00 p.m. to 3.10 p.m. " 10 min.
3.10 p.m. to 3.45 p.m. " 15 min.	3.45 p.m. to 4.00 p.m. " 10 min.
4.00 p.m. to 4.10 p.m. " 10 min.	4.10 p.m. to 4.45 p.m. " 15 min.
4.45 p.m. to 5.00 p.m. " 15 min.	5.00 p.m. to 5.10 p.m. " 10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.
SATURDAYS.
7.30 a.m. to 8.00 a.m. every 15 min.
8.00 a.m. to 9.00 a.m. " 10 min.
9.00 a.m. to 10.00 a.m. " 15 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.00 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 1.15 p.m. " 10 min.
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1.45 p.m. to 2.15 p.m. " 10 min.
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4.45 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 5.10 p.m. " 10 min.

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